

Established February, 1845

PRICE \$24 PER ANNUM

Shipping

Sailing Vessels.


FOR VICTORIA (VANCOUVER'S ISLAND.)

The American Ship
"Sumatra,"

Rock, Master, will load here
for the above Port, and will
have quick despatch.

For Freight, apply to
RUSSELL & Co.

Hongkong, February 13. 1882.

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for the above Port, and will
have quick despatch.
For Freight, apply to
RUSSELL & Co.
Hongkong, February 13, 1882.

Notices to Consignees.
SHIRE LINE OF STEAMERS.
FROM LONDON, PENANG AND

G. DE CHAMPEAUX,
Agent.
Hongkong, March 20, 1882.

For Sale.

MacEwen, FRICKEL & Co.

HAVE RECEIVED FOR SALE.

CHRISTMAS STORES AND NEW AND SEASONABLE GOODS.

EX FRENCH MAIL STEAMER.

MUSCATEL RAISINS.

METZ FRUIT.

ASSORTED COCAQUES.

GALLARD & BOWEN'S CONFECTIONERY.

BUTTER SCOTCH.

HONEY SCOTCH.

ROSE TOFFEE.

LEMON TOFFEE.

ROSE LIME JUICE CORDIAL.

PLUM PUDDINGS.

PATRAS CURRANTS.

VALENCIA RAISINS.

MACKINNON PEN.

LIVERMORE PEN.

LAWN TENNIS BATS.

LAWN TENNIS BALLS.

LAWN TENNIS SHOES.

EX STEAMER "Glenfinnan."

STILTON CHEESE.

YORK HAMS.

CHRISTMAS CAKES.

TAYSON'S DESSERT FRUITS.

ALMONDS AND RAISINS.

SMYRNA FIGS.

PICNIC TONGUES.

FILBERTS.

COCAUTINA.

VAN HOUTEN'S COCOA.

FRENCH PLUMS.

HUNTLEY & PALMER'S BISCUITS.

PATE DE FOIE GRAS.

MINCEMEAT.

CHOCOLATE-MENTHOL.

SAUSAGES.

BROWN.

ISIGNY BUTTER.

DANISH BUTTER.

BREAKFAST TONGUES.

ANCHOVIES.

ASPARAGUS.

SOUPS, &c.

WINES AND SPIRITS.

CHAMPAGNES.

HERBESSE'S MONOPOLY WHITE.

SEAL.

VEUVE CLICQUOT POISSARDIN.

JULES MUMM & Co., pils & quarts.

CLARETS.

CHATEAU LA ROSE, pils & quarts.

CHATEAU LA FITE, " "

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Mails.

STEAM FOR

SINGAPORE, PENANG, POINT DE GALLE, ADEN, SUZ, PORT SAID, MALTA, GIBRALTAR, BRINDISI, ANCONA, VENICE, PLYMOUTH, AND LONDON.

Also, BOMBAY, MADRAS, CALCUTTA, AND AUSTRALIA.

N.B.—Cargo can be taken on through Bills of Lading for BATAVIA, PERIAN, GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK AND BOSTON.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "DECCA," Captain J. B. CHAPMAN, with Her Majesty's Mails, will be despatched from this for LONDON, via BOMBAY, and SUZ CANAL, on TUESDAY, the 4th April, 1882, at 4 p.m.

Cargo will be received on board until 10 a.m. on the day of departure.

Parcels and Special (Gold) at the Office until 10 a.m. on the day of departure.

Silk and Valuable for Europe will be transhipped at Point de Galle; Tea and General Cargo for London will be conveyed via Bombay without transhipment, arriving one week later than by the ordinary direct route via Galle.

For further Particulars, regarding FREIGHT and PASSAGE, apply to the PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Conditions and Value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

A. McIVER, Superintendent.

Hongkong, March 24, 1882. ap4

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, POINT DE GALLE, ADEN, SUZ, ISMAILIA, PORT SAID, SYRIAN PORTS, NAPLES, MARSEILLES, AND PORTS OF BRAZIL, AND LA PLATA.

Also, BOMBAY, MAHE, ST. DENIS, AND PORT LOUIS.

ON MONDAY, the 10th day of April, 1882, at Noon, the Company's S. S. N. A. T. A. L., Commandant DUBIER, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted until Noon of 9th April.

Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 9th April, 1882. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, March 30, 1882. ap10

Occidental & Oriental Steam-Ship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA.

THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

THE S. S. ARABIC will be despatched on THURSDAY, the 13th April, 1882, at 3 p.m.

Connection being made at Yokohama, with Steamers from Shanghai and Japan ports.

All Parcel Packages should be marked to address in full; and same will be received at the Company's Office, until 5 p.m. the day previous to sailing.

A Reduction of 25 % made on all RETURN PASSAGE ORDERS ISSUED.

Consular Invoices to accompany Overland, Mexican, Central and South American Cargo, should be sent to the Company's Office addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 54, Queen's Road Central.

CHAS. H. HASWELL, Jr., Agent.

Hongkong, March 29, 1882. ap13

To-day's Advertisements.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Chartered Steamer "Leina," having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading to the Undersigned for counter-signature, and to take immediate delivery of their Goods.

Cargo impeding the discharge will be at once landed and stored at Consignees' risk and expense.

JARDINE, MATHESON & Co.

Hongkong, April 3, 1882. ap10

FROM LONDON AND SINGAPORE.

THE Steamship "Glenfinnan" having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods—with the exception of Opium—are being landed at their risk into the Godowns of the Undersigned, whence and/or from the Wharves or Boats delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon To-day, the 3rd Instant.

Cargo remaining undelivered after the 10th Instant will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be counter-signed by JARDINE, MATHESON & Co.

Hongkong, April 3, 1882. ap10

To-day's Advertisements.

FOR SHANGHAI.

The Steamship "Tobing," Captain Dugway, will be despatched for the above Port TO-MORROW, the 4th Instant, at 2 p.m.

For Freight or Passage, apply to SIEMSEN & Co.

Hongkong, April 3, 1882. ap4

FOR SHANGHAI.

(Taking Cargo & Passengers at through rates for CHEFOO, NEWCHANG, TIEN-TSIN, HANKOW and Ports on the YANGTZE.)

The Steamship "Glenfinnan," Captain F. Gray, will be despatched at above TO-MORROW, the 4th Instant, at 3 p.m.

For Freight or Passage, apply to JARDINE, MATHESON & Co.

Hongkong, April 3, 1882. ap4

OCEAN STEAMSHIP COMPANY.

(Taking Cargo & Passengers at through rates for CHEFOO, NEWCHANG, TIEN-TSIN, HANKOW and Ports on the YANGTZE.)

The Co's Steamship "Clyde," Captain C. Butler, will be despatched at Daylight on WEDNESDAY, the 5th Instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, April 3, 1882. ap5

FOR SHANGHAI VIA AMOY.

(Taking Cargo & Passengers at through rates for CHEFOO, NEWCHANG, TIEN-TSIN, HANKOW and Ports on the YANGTZE.)

The Co's Steamship "Clyde," Captain C. Butler, will be despatched at Daylight on WEDNESDAY, the 5th Instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, April 3, 1882. ap5

FOR VICTORIA, BRITISH COLUMBIA.

The 100 A. British Steamship "Essex," Captain J. H. K. will be despatched for the above Port on THURSDAY, the 6th Instant, at 3 p.m.

For Freight or Passage, apply to RUSSELL & Co.

Hongkong, April 3, 1882. ap6

FOR SWATOW, AMOY & FOCHOW.

The Steamship "Thales," Captain Rusk, will be despatched for the above Ports on FRIDAY, the 7th Instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LAPIRAIK & Co.

Hongkong, April 3, 1882. ap7

FOR NEW YORK.

The A. American Barque "A. B.," Captain J. H. K. will load here for the above Port, and will have quick dispatch.

For Freight, apply to ARNHOLD, KAIBERG & Co.

Hongkong, April 3, 1882. ap7

THE ORIENTAL TELEPHONE COMPANY, LIMITED.

WITH THE GREAT NORTHERN TELEGRAPH COMPANY.

HIS EXCELLENCY THE GOVERNOR, having been pleased, under date of 11th February last, to grant ALEXANDER GRAHAM BELL of Washington and THOMAS ALVA EDISON of New Jersey "LETTERS PATENT" for their TELEPHONE INVENTIONS in this Colony, and the said Letters Patent being held by the above Companies (as their Agents), the Public of Hongkong are hereby notified that the above-named Companies claim the sole right of introducing or selling or making public use of the said two Patented Inventions or any other TELEPHONE INVENTIONS based upon or being an Improvement of their Inventions.

A. SUENSON, Superintendent.

Hongkong, April 3, 1882. ap10

TO LET.

(WITH POSSESSION ON THE 1st MAY.)

THE NEW FAMILY RESIDENCE situated next to Exhibition on Robinson Road, replete with every convenience, TENNIS LAWN, STABLES, &c.

Also, 8 FIRST-CLASS GODOWNS of all Sizes—Water-side. Inspection is invited.

Apply to SHARP, TOLLER & JOHNSON.

Hongkong, April 3, 1882.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship "Japan," Captain T. S. GARDNER, having arrived from the above Ports, Consignees of Cargo by her are hereby requested to send in their Bills of Lading to the Undersigned for counter-signature, and to take immediate delivery of their Goods.

Cargo impeding her discharge or remaining on board after the 10th Instant will be landed and stored at Consignees' risk and expense, and no Fire Insurance will be effected.

Consignees are hereby informed that any Claims must be made immediately, as none will be entertained after the 12th Instant.

DAVID SASSOON, SONS & Co., Agents.

Hongkong, April 3, 1882. ap9

UNION LINE.

NOTICE TO CONSIGNEES.

FROM LONDON, PENANG AND SINGAPORE.

THE Steamship "Antonio," Capt. SEABORNE, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading to the Undersigned for counter-signature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Steamer will be at once landed and stored at Consignees' risk and expense, and no Fire Insurance will be effected.

Optional Cargo will be forwarded on to YOKOHAMA, unless notice to the contrary be given before Noon To-day, the 3rd Instant.

All Claims against the Steamer must be presented to the Undersigned on or before the 12th Inst., or they will not be recognized.

RUSSELL & Co., Agents.

Hongkong, April 3, 1882. ap10

To-day's Advertisements.

THEATRE ROYAL, CITY HALL.

Under the Patronage of H. E. THE ADMINISTRATOR and H. E. GENERAL DONOVAN.

ITALIAN OPERA COMPANY.

THE SECOND PERFORMANCE OF THE SECOND SUBSCRIPTION SERIES OF SIX OPERAS Will be given on SATURDAY EVENING, the 8th April, when will be produced ROSSINI'S POPULAR OPERA "Il Barbiere di Siviglia."

TO BE FOLLOWED BY

"SAFFO," "L'ELISIR D'AMORE," "POLIUTO," "FAUST."

Prices of Admission: Dress Circle, 83; Stalls, 82; Pit, 81.

Tickets can be obtained of Messrs KELLY & WALSH, and at the Doors on the Night of the Performance.

Doors open at 8.30 p.m.; Performance to commence at 9 p.m., sharp.

Ladies unaccompanied by Gentlemen cannot be admitted.

A. HOPLICH.

Hongkong, April 3, 1882. ap9

NOTICE.

COMMENCING To-day, and until further notice, the KUKIANG and JULIANG will Run Day and Night between HONGKONG and CANTON, the KUKIANG leaving HONGKONG every Day at 8 a.m., and CANTON at 5.30 p.m.; and the JULIANG leaving CANTON every Day at 8.30 a.m., and HONGKONG at 9 p.m.

The "White Cloud," Captain Rusk, will be despatched for the above Ports on FRIDAY, the 7th Instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LAPIRAIK & Co.

Hongkong, April 3, 1882. ap7

SHIPPING.

ARRIVALS.

April 2, Decatur, British steamer, 2022, J. B. Chapman, Shanghai March 30, Mails and General.—P. & O. S. N. Co.

April 2, Carlos, German steamer, 724, C. Haselous, Hamburg, Dec. 20, Penang, Singapore, and Bangkok March 24, General and Rice.—EDWARD SCHULTESS & Co.

April 2, British steamer, from Canton.

April 2, Hibernia, British steamer, 278, J. Mooney, Toulon March 29, and Hibernia, J. General.—A. & S. S. N. Co.

April 2, General, British steamer, 761, Canton, Shanghai, March 29, General.—STRESEN & Co.

April 2, noon, Gledwyn, British steamer, 1373, F. Gledwyn, London Feb. 16, and Singapore March 27, General.—JARDINE, MATHESON & Co.

April 2, Antonio, British steamer, 1214, Sanborn, London Jan. 31, and Singapore March 26, General.—RUSSELL & Co.

April 2, Lennor, British steamer, 1327, Scott, Calcutta March 18, Sandheads 19, Penang 24, and Singapore 26, General.—JARDINE, MATHESON & Co.

April 2, Pookang, British steamer, 990, Anderson, Chinkiang March 28, General.—JARDINE, MATHESON & Co.

April 2, Yelland, British steamer, 268, H. Kennet, Swatow April 1, General.—Kwok ACHONG & Sons.

April 2, Saigon, French steamer, 674, Siblot, Saigon March 27, Rice.—MESSA-GERIE MARITIME.

April 2, Martha, British barque, 853, McPherson, Swatow March 3, Ballast.—BOZARD & Co.

April 3, Cyclops, British steamer, 1403, Charles Butler, London Jan. 12, via Singapore March 27, General.—BUTTERFIELD & SWIRE.

April 3, Chi Yuen, Chinese steamer, from Canton.

April 3, Japan, British steamer, 1805, T. S. Gardner, Calcutta March 18, Sandheads 19, Penang 24, and Singapore 27, 2,102 chests Opium, 4,665 bales Cotton, 1,100 bales Gunnies, 3,015 bags Saltpetre, and 2,200 pkgs. Sundries.—DAVID SASSOON, SONS & Co.

April 3, Palmer, Danish steamer, 978, Heintzmann, Saigon March 28, Rice.—Geo. R. STEVENS & Co.

April 3, Villars, French man-of-war, 2362, M. Devatte, Singapore March 27.

April 3, Strathgairn, British steamer, 1236, Fenwick, Singapore March 27, Ballast.—STRESEN & Co.

April 3, Hies, German ship, 894, John Winter, Hamburg Oct. 18, General.—CARLOWITZ & Co.

April 3, Greyhound, British steamer, 226, D. Scott, Hibernia April 2, General.—ADAMSON, BELL & Co.

April 3, Zamboni, British steamer, 1310, L. H. Moule, Yokohama March 25, Mails and General.—P. & O. S. N. Co.

April 3, Consul, British steamer, 764, R. Young, Bangkok March 28, Rice and General.—YUEN FAT HONG.

DEPARTURES.

April 1, Baikal, for Shanghai.

1, Kaskar, for Shanghai.

2, Chinkiang, for Shanghai.

2, Caracorum, for Saigon.

2, Brezovine, for Yokohama.

2, Carl Weiler, for Saigon.

2, Fokien, for Hoihow, &c.

2, China, for Swatow.

2, Pookang, for Canton.

2, Nippon, for Canton.

2, Shen-chi, Chinese gunboat, for a cruise.

3, Cashmere, for Manila.

3, Estrella, for Yokohama.

3, Emerald, for Amoy and Manila.

CLEARED.

Peking, for Shanghai.

Makindu, for Bangkok.

Alden Bess, for Portland (Oregon).

Laura, for Manila.

PASSENGERS.

Per Decatur, from Shanghai, for Hongkong, Dr. J. F. Wales, Messrs A. Wemyss, and W. W. Thomson, and 18 Chinese; for Singapore, Mr. E. Stamps; for Bombay, Mr. J. Newton; for London, Mr. and Mrs. M. G. Towell, child, 2 infants and 2 amahs.

Per Saigon, from Hamburg, Mr. Alesser.

Per Hibernia, from Hoihow, &c., 50 Chinese.

Per Nippon, from Shanghai, Mrs. Maria Messrs Gumbert and Gott, and 62 Chinese.

Per Greyhound, from Singapore, &c., 11 Chinese.

To-day's Advertisements.

Per Antonio, from London, Mr. N. O. Kolcol.

Per Zamboni, from Calcutta, &c., Mr. and Mrs. Hough, Messrs Skeels and McKinlay, and 200 Deck.

Per Yelland, from Swatow, 230 Chinese.

Per Consul, from London, &c., Quarter Master Edwards, Mrs. Edwards, Miss Edwards, Miss Edith Edwards, Master Edwards, and Mrs. Burrows, and 300 Chinese.

Per Japan, from Calcutta, &c., Mr. T. S. Gardner, Miss Malclun, Messrs Alex. Apsar, Junr., T. Dabbahy, and Moses Ezekiel, 220 Chinese deck, and 12 Natives.

Per Palmer, from Saigon, 25 Chinese.

Per Zamboni, from Yokohama, Mr. and Mrs. Thom Sat Bong, 2 children and 3 servants, and 11 Chinese; from Hoihow, Mr. J. Heck, and Lieut. A. Camner; from Nagasaki, Mr. H. Goldenbury, and 1 Chinese.

tain to the best of our ability the good order and cleanliness we had succeeded in establishing during Sir Arthur Kennedy's administration. These measures, however, to be maintained, it was necessary to have a better staff to have made. Two of these charges I am compelled with reluctance to refer to here, because I notice they have been again, quite lately, reproduced with the view to justifying in your Lordship's sight the dismissal of Dr. Ayres from the post of Sanitary Inspector. The first charge is, that either Dr. Ayres or I or both of us, allowed a portion of the night soil from Victoria Road to escape through a sewer in the goal yard; thereby endangering the health of the prisoners. I may briefly state, my Lord, that a charge of this kind cannot be made against us, and that Governor Hennessy is aware that it is against the goal authorities he should properly refer it, for it is the goal authorities who solely and exclusively attend to the cleanliness of the establishment. Had they let Dr. Ayres know they allowed a portion of the waste matter to escape by the sewer, I have no doubt he would have advised them to discontinue the practice, but the truth of the matter is, the goal authorities who keep the premises in scrupulously clean order, so amply diluted the waste matter thus escaping by the sewer, and followed the escape by such an ample flood of clean water, that in reality no nuisance whatsoever was created by them to affect the health of the prisoners. Moreover, the sewer happens to be thoroughly well trapped, so that no escape of gas is possible into the goal yard. Any person, however, unacquainted with these circumstances, and going only by the language in which the Governor's charge is phrased, would be likely to receive a mistaken impression of the alleged evil. It is therefore as well to rectify that impression by mentioning the whole truth.

Another charge preferred against Dr. Ayres and myself, and which I believe advanced as an additional reason why he should be dismissed, is that we have jointly advocated the introduction of water-closets into the colony. I need scarcely say, my Lord, that there is not the slightest ground for this allegation, and that it obtains no credence in Hongkong, where our views are only too well known to the public. It happens that both of us are of the opinion that the introduction of water-closets into the colony, and ever have been, the most active opponents of the water-carriage system of conservancy for a town like Hongkong, the sewers of which are so imperfectly supplied with water. I am the first Surveyor General of Hongkong who has systematically declined to grant permits for the erection of water-closets in any new houses; and in this course of action I have received the Colonial Surgeon's entire support. Hoping to strengthen his accusation against us, Governor Hennessy reproduces and publishes some old regulations I made in 1875 for the protection of the water-supply in houses having water-closets, and his Excellency thinks these regulations prove that I contemplated the introduction of a water-carriage system of conservancy. The regulations in question, however, as his Excellency well knows, for I have had to disabuse his mind on the subject more than once, merely refer to those houses where I found water-closets already in existence, and water-closets which having been officially allowed by my predecessors, could not well or legally be ordered to be removed by me, and in respect of which therefore it became necessary to devise rules for the safety from contamination or pollution of the water supply. The rules (vide Appendix H) did not in any way contemplate the encouragement of water-closets all over the town, as the Governor desires to make out, and I have to protest against an strained and far-fetched interpretation of the rules on the part of his Excellency.

Governor Hennessy also thinks he perceives an intention on my part to introduce the water-carriage system of conservancy, in the following passage, which is quoted from my printed Water Supply Report of 1879:—"Our markets, slaughter-houses, and public latrines all require water in its greatest plenitude to remove as expeditiously as possible all noxious and decomposing matters which at present vitiate the surrounding atmosphere." His Excellency has made the foregoing passage the subject of public charge, in which he imputes to Dr. Ayres by myself as an additional justification of that officer's suspension from the post of Sanitary Inspector, it is necessary I should explain that the passage in question simply pleads for an increased use of water in the removal of refuse from the markets, slaughter-houses, and public latrines, and that it does not plead for the introduction of water-closets as alleged by Governor Hennessy.

But if Dr. Ayres and myself are active opponents of the water-carriage system of conservancy in the colony, which has little exception, and that is in the case of the Hongkong Civil Hospital, which is furnished with a special water supply of its own on a most generous scale. Both Dr. Ayres and myself are of opinion that in a hospital, the first consideration is the instant removal of excreta, and that it is of the utmost importance that this can only be effectually done by water-carriage. Therefore, we say the only proper convenience for a hospital is a water-closet, well ventilated, well trapped, and with abundant water-flushing power. For the Hongkong Hospital I had designed a special and properly ventilated glass dome, were drainage leading down to the sea, without any openings or house communications along the way. The gradient is a steep one, and with proper ventilation at the head of the pipe, and a tide valve at the bottom or outlet, absolute freedom from sewer gas or bad smells may be secured.

Quite recently one of the highest, if not the very highest, sanitary authorities in England, whom I had the honour to meet at the Medical Congress, during the course of a conversation we had on the subject of hospital conservancy, remarked, that "only a madman would seek to introduce the dry-earth system within the walls of a hospital in preference to water-closets, provided there were an ample supply of water available." This happens to be the view Dr. Ayres and myself have taken in respect of the system to be followed at the hospital in Hongkong, and it will be intelligible to any unprejudiced person, because the only other alternative, i.e., the dry-earth system, may deteriorate, but it cannot disfigure, infectious stools. The danger of smallpox, and the spread of the disease, is the cause of infection has been removed. Under the dry-earth system, an accumulation of faecal matter, although without smell, has to remain for hours in contact with the surrounding air, disseminating the seeds of possible infection. Governor Hennessy, however, apparently under the impression that decomposition means disfigurement, insists on forcing the dry-earth system on Dr. Ayres at the Hongkong Hospital, and the Colonial Surgeon's inability to accept the soundness of the Governor's views, however promptly he may be compelled to obey an Executive mandate, forms one more subject of complaint on the part of his Excellency.

I have drawn aside the curtain sufficiently to enable your Lordship to see a most lamentable picture, and I trust your Lordship after a perusal of the foregoing, will

see the necessity of inquiring into and abating the evils I have disclosed. During the last year of Sir Arthur Kennedy's administration, the town had the reputation of being the cleanest in the East, and there is no reason why it should not regain its old reputation. The filthy condition of the cities and villages of Southern China, sickening and revolting beyond all power of language to describe, arising out of a combination of ignorance and neglect on the part of the authorities, and objectionable personal habits on the part of the people, should surely demonstrate that in a British colony lives to be jeopardized, it is not to a guild mine for its sanitary matters. I cannot but think the wishes of your Lordship would be more correctly interpreted by Governor Hennessy seeking, in preference, the counsel and assistance of the proper professional officers provided for the purpose by Her Majesty's Government, and who, their experience and technical training, are likely to be better acquainted with the principles of public hygiene than the Reverend Dr. Eitel and the Chinese, at present the only persons consulted.

The subjects of inquiry which I would earnestly urge on your Lordship, in addition to that to which I have referred in this letter, are the following:

- (i.) The causes of the dispirited action of the higher sanitary officers of the Colony, and the relaxed surveillance of the Nuisance Inspectors.
- (ii.) The spread of insanitary human habitations in the Chinese land.
- (iii.) The sanitary officials engaged in foul house-drains.
- (iv.) The necessity for an increased public water supply for domestic use and for the increased dilution of the sewage.

I have long been aware that an efficient scheme of sanitation for Hongkong could be arrived at without legislation, owing to the present dispirited and somewhat contradictory scraps of sanitary law contained in the Ordinances of the Colony, and having given the subject some years' study and attention in conjunction with the Colonial Surgeon, I would have proposed a new Local Health Act to Governor Hennessy, but he has been able to entertain the hope that his Excellency would consider proposals of all kind emanating from myself. But should a Colonial Office inquiry into Hongkong sanitary matters satisfy your Lordship that legislation is necessary, I beg, in my capacity of Surveyor General and as a sanitary engineer of some years' standing, to offer your Lordship my services in pointing out the more important errors and omissions of the present very imperfect local Ordinances, and the extensions and amendments which I think it will be desirable to introduce.

REUTER'S TELEGRAMS.

[RECEIVED AT THE "CHINA MAIL"]

(Per E. E. A. & Co. Telegraph Co.'s Line.)

INDISPOSITION OF PRINCE LEOPOLD.

LONDON, April 1.

The Prince Leopold is indisposed, and his marriage will probably be postponed.

THE QUESTION OF ARIENS OF RENT IN IRELAND.

LONDON, April 1.

The Premier, in reply to a question, said that he would consider the matter of arrears of rent in Ireland during the recess.

THE OXFORD AND CAMBRIDGE BOAT RACE.

LONDON, April 1.

Oxford won by several lengths.

LOCAL AND GENERAL.

The Junatun Bourne came out of Aberdeen Dock yesterday, and the S. S. Suez undocked at the same place to-day.

It is notified that Mr. James Russell resumed his duties of Colonial Treasurer, and assumed the duties of Registrar General on the 13th inst.

His Excellency the Administrator has been pleased to appoint, provisionally, Captain H. G. Thomson, R.N., to be Acting Police Magistrate.

His Excellency the Administrator has been pleased to recognize, provisionally and until further notice, Mr. Rudolph Buschmann as in charge of the Netherlands Consulate at this port.

The Agents (Messrs. Butterfield and Swire) inform us that the O. S. S. Co.'s Steamer *Arctica*, from Liverpool, left Singapore yesterday afternoon for this port and Shanghai.

The French man-of-war *Villars*, Captain M. Dewatre, arrived from Shanghai this morning, and exchanged salutes with the Port, Rear-Admiral Sullivan, and Commodore von Blane of the *Stock*.

The English mail will, during the summer months, according to present arrangements, leave at daylight on Wednesday, but the hours fixed will obviate night work.

The posting with late will be from 5.10 p.m. to 5.30 p.m., and the supplementary mail will be closed at 9.30 p.m.

A RAZAR in behalf of the orphans at the Italian Convent, Caine Road, is to be held on Monday, the 10th April, at two o'clock in the afternoon. It is to be hoped that the many friends of the Italian Sisters of Charity will gather in strong force on the occasion to help on the good work being done.

The Registrar-General's department seems to be awakening from the moribund condition in which it has so long lain; and under the rule of the gentleman who now holds the reins of office, many important reforms may be looked for. A step in the right direction has been taken by the appointment of Mr. C. Wessington, Assistant Engineer of the Fire Brigade, as Inspector of the Municipal and Chair Traffic of the Colony. We may now expect to see something like order where all was chaos.

We have seen letters from Peking dated 20th March, and from Tientsin dated 22nd. The opinion of most foreign residents in the two northern cities was that the chances were apparently very unfavourable for the K'ai-ping mines, and that there are grave reasons for expecting that the coal-pits would be closed by Imperial edict. If the opinions we give are confirmed, grievous injury will be done to the numerous shareholders. The *North-China Daily News* confirms our own reports.

In the annual struggle between the Universities, the Dark Blues have again walked off with the honours, thus reaching their twenty-first victory as against the seven-teenth for Cambridge. The University Race is now about the only great sporting event, which is left free of suspicion, and those who put their money on either crew can depend on honest efforts to win, which is more than can be said of many other things which make much stir in the sporting world.

CAPTAIN WILLIAM HYDE, Commander of the *Perambula*, died at the Government Civil Hospital on Saturday evening, and was buried in the Happy Valley yesterday afternoon. Captain Hyde received a stroke of paralysis on the 24th of March while on a voyage from Saigon to this port, and immediately on arrival was removed to hospital, where he was tended in the most careful manner, but without avail, as he never rallied. The deceased Captain was greatly esteemed by all those with whom he came in contact, and, though of a retiring nature, ingratiated himself with all his associates. Those who knew him well will feel greatly grieved at his premature death.

We have to acknowledge receipt of the Second Instalment of the *Mémoires* concerning L'Histoire Naturelle de L'Empire Chinois, by the Fathers of the Company of Jesus at Shanghai. The instalment in question embraces Père Hende's Notes on land shells found in the valley of the Blue River. The letterpress is written in Latin and in French, and like Père Hende's previous works, are marvels of conciseness and clearness. The plates are very finely lithographed and printed. Indeed the work comes out in the form of an *édition de luxe*, and reflects the greatest credit on the Printing House Authorities of the Catholic Mission Ophanage at Tientsin. We may mention that this work has been partially prepared for foreign residents in China, whom the author invites to verify his researches, to increase the number of specimens, and to make new discoveries of their own.

A CORRESPONDENT writes:—Referring to your paragraph about the porcine-alcoholic experiments, now being conducted in Holland, Dr. Richardson, the scientific advocate of temperance, has already anticipated the Hague experimentalists. He mentions in a contribution to the *Gentleman's Magazine* in 1878, an instance of a fellow drunkard dying of "cirrhosis of the liver." Examples are there furnished as to how dumb creation may learn to enjoy (I drink) with man. He particularly instances a pet pigeon that acquired a liking and craving for anaesthetic vapors, and would walk into his laboratory in order to gratify the same. Dr. Richardson's Paper—like all those written on the same topic—would amply repay perusal. He has made some valuable researches on the influence of alcohol on animal temperature; and his pathological specimens, to which he frequently refers in his writings, would perhaps render the Dutch trials almost superfluous.

A TEMPERANCE Hall concert will be held on Thursday 5th April, 8.30 p.m. (admission fee, 20 cents). The following is the programme:—Pianoforte Duet "Grand Valse," Duet "Larkwood," Watch, "Recitation," "Misadventure of a Knight," "Glee," "Evening Song," "Comic," "Glee," "Song," "Tom Bowling," Piano Duet "Precious Glee," Song "London Bridge," Recitation "The change at Balclutha," Song "Big Ben," Glee "Lovely Night," Song "I knew that he was dreaming," Song "Dorinda's Night."

The Right Honourable the Earl of Kimberley, Her Majesty's Principal Secretary of State for the Colonies, has been pleased to approve of the following appointments made by His Excellency Governor Sir John Pope Hennessy, K.C.M.G.:—Colonial Secretary's Office, Mr. Louis Gonzales, *Alameda* to be fourth clerk; Mr. Harbinger Depue, *Alameda* to be fifth clerk; Mr. J. L. de S. Alves, to be second clerk; Mr. A. F. Gutierrez, to be third clerk; Mr. A. C. Botelho, to be fourth clerk; Mr. H. W. Sampson, to be fifth clerk.

His Excellency the Administrator has been pleased to make the following provisional and temporary appointments in the Government Central School:—Mr. Lau Ho, Acting Fourth Assistant Master, to be Acting Third Assistant Master; Mr. Luk King-to, Acting Senior Pupil Teacher, to be Acting Fourth Assistant Master; Mr. Ahmet Ramjahn, Acting Junior Pupil Teacher, to be Acting Senior Pupil Teacher; Mr. Chan Tang-fat, Acting First Monitor, to be Acting Junior Pupil Teacher; Mr. Ho Shun-chung, Acting Second Monitor, to be Acting First Monitor; Mr. M. Alaraka, Acting Third Monitor, to be Acting Second Monitor; Mr. Wat Fat-tai, to be Acting Third Monitor. These appointments will date as from the 9th January, 1892.

The following letter appears in the *Government Gazette*:—The E. E. A. & Co. Telegraph Co., Limited.

Hongkong, 23rd March, 1892. Sir, I am in receipt of your letter of 20th inst., and for the information of His Excellency the Administrator I have the pleasure to tell you that my Directors have authorized me to arrange for the transmission of a daily weather report from Manila to Hongkong, and vice versa. The

first was received from the Director of the Manila Observatory yesterday evening, and a copy has been forwarded to Captain Thomson, with a request that I may be furnished with similar observations for transmission to Manila.

I have the honour to be, Sir, Your most obedient servant, J. EXETER SQUIRE, Acting General Manager.

To Hon. W. M. D'Almeida, M.A., Acting Colonial Secretary.

The engineers of the Spanish steamer *Leon XIII.*, whose case has been exciting so much interest at Singapore, have been released by the Captain General of the Philippines Islands. The *Strait Times* says:—The Colonial Government, we learn, received a telegram this morning (25th) from the Captain General of the Philippines Islands had handed over to him the three English Engineers on board the steamer *Leon XIII.* This information was at once communicated by H. E. the Governor to the Chief Justice, and His Honor thereupon liberated the Captain of the *Leon XIII.* at noon to-day. The S. S. *Leon XIII.* was timed to arrive at Manila only yesterday (24th) afternoon, so the deliverance of the men to the English Consul must have taken place at once on her arrival. We catch her next morning at the good sense and prompt action which the Captain General appears to have displayed in this matter. Mr. Wardrop and his Second and Third Engineers may be expected here, we are informed, by the next steamer from Manila, unless they go on to Hongkong by one or other of the English men-of-war now at the Philippines.

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VIOLENT BEHAVIOUR OF A GERMAN SEAMAN. Paul Fouth, a German seaman on board the *Stock*, was fined \$1, or three days imprisonment for having assaulted one of the inmates in the licensed brothel No. 139, Ladder Street yesterday evening. The seaman had behaved in a violent and outrageous manner, and alarmed the inmates to a considerable degree.

(Before H. G. Thomson, R.N.)

LARCENY. Yung Yau, hawker, was sentenced to fourteen days imprisonment with hard labour for having stolen a cotton jacket from the boat of Fan Lai, hawker, on Saturday at Aberdeen. Four previous convictions are recorded against him.

UNLAWFUL POSSESSION. We Asu, a boy of 18 years of age, was convicted of the unlawful possession of a piece of piping, which he said he had picked up in the road at Pokfulam, on the 1st instant. Fined \$1, and given the option of suffering fourteen days imprisonment for his offence.

DRUNK AND DISORDERLY. Joseph Gomes was found lying drunk in Lascar Road on Saturday by a Sikh constable, whom Joseph assaulted with his fist when the constable was arresting him. The Magistrate fined him \$5, or fourteen days imprisonment.

A "STRANGER." John Barry, an unemployed seaman, after being convicted of begging from house to house in Upper Lascar Row, and also from people on the street while under the influence of liquor on the 20th instant, was sentenced to three months' hard labour. He had been in three previous occasions imprisoned for the same offence. Barry, a Russian Finnlander, came to Hongkong in March of last year, and when apprehended was without a fixed place of abode, and without visible means of subsistence.

OFFENDERS AGAINST THE OPIUM RULES. Kwong Hing Shun and Chang Hing, traders, were charged with being in possession of about 13 lbs. of prepared opium on the 1st instant, without having a permit from the Opium Farmer.

Constable James Forbes visited the house No. 95, Second Street, and, after search, found a large number of pots and two opium boxes, containing about ten lbs. of opium, one pot of opium dross, one pot of opium water, one pair of scales, a tray and brass pan and strainer in the possession of the first defendant. Several articles of the same description were found in possession of the second defendant in the same room. The defendants admitted the charge, and were fined \$200, or six weeks' imprisonment each, and if the fine was paid, the penalty to be handed to the holder of the exclusive privilege. The opium was ordered to be forfeited and given to the Opium Farmer.

STEALING COPPER NAILS. Chan Yau was sentenced to three months' imprisonment with hard labour for having stolen 7 lbs. of copper nails from the American ship *Jonathan Borne*, at Aberdeen Docks on the 1st instant.

DESTROYING A VEGETABLE GARDEN. Khinda Bux was sent to prison for fourteen days, for having stolen a large number of the value of \$4, from the garden of Koda Bux on the 1st instant. The defendant said he destroyed the garden, which is at the back of No. 1, Police Station, because he was not allowed to share in the produce.

SUPREME COURT. IN ORIGINAL JURISDICTION. (Before the Full Court.) Monday, April 3.

LAI WING CHONG AND OTHERS v. NG CHOY SIK.

This forenoon their Lordships gave judgment on an appeal heard before the full court last Wednesday. The defendants admitted the charge, and were fined \$200, or six weeks' imprisonment each, and if the fine was paid, the penalty to be handed to the holder of the exclusive privilege. The opium was ordered to be forfeited and given to the Opium Farmer.

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Insurance.

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 Esq.

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Hongkong, May 20, 1881. 10c82

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 prepared to grant Insurances as follows:—
 Marine Department.

Policies at current rates, payable either
 here, in London or at the principal Ports
 of India, China and Australia.

Fire Department.

Policies issued for long or short periods at
 current rates.

Life Department.

Policies issued for sums not exceeding
 £5,000 at reduced rates.

HOLLIDAY, WISE & Co.
 Hongkong, July 25, 1872.

NOTICE.

QUEEN FIRE INSURANCE COMPANY.

THE Undersigned are prepared to accept
 Risks on Fire and Marine at 1/2
 per cent. net premium per annum.

NORTON & Co., Agents.
 Hongkong, May 19, 1881.

MANCHESTER FIRE INSURANCE COMPANY OF MANCHESTER AND LONDON.

ESTABLISHED 1824.

Capital of the Company £1,000,000 Sterling,
 of which is paid up £100,000

Reserve Fund upwards of £250,000
 Annual Income £120,000

THE Undersigned have been appointed
 Agents for the above Company at
 Hongkong, Canton, Poochow, Shanghai,
 and Hankow, and are prepared to grant
 Insurances at current rates.

HOLLIDAY, WISE & Co.
 Hongkong, October 16, 1868.

PRUSSIAN NATIONAL INSURANCE COMPANY OF STETTIN.

THE Undersigned having been appointed
 Agents for the above Company, are
 prepared to grant Insurances against FIRE
 at Current Rates.

MEYER & Co.
 Hongkong, May 10, 1881. 10m82

Intimations.

THE CHINESE MAIL.

THIS paper is now issued every day.
 The subscription is fixed at Four
 Dollars per annum delivered in Hong-
 kong, or Seven Dollars Fifty Cents in-
 cluding postage to Coast ports.

It is the first Chinese Newspaper ever
 issued under purely native direction. The
 chief support of the paper is of course
 derived from the native community,
 amongst whom it also is to be found the
 guarantors and securities necessary to
 place it on a business and legal footing.

The projectors, basing their estimates
 upon the most reliable information from
 the various Ports in China and Japan,
 from Australia, California, Singapore, Pe-
 nang, Saigon, and other places frequented by
 the Chinese, consider themselves justified
 in guaranteeing a large and ever-increasing
 circulation. The advantages offered to ad-
 vertisers are therefore unusually great, and
 the foreign community generally will find
 it to their interest to avail themselves of
 them.

The field open to a paper of this descrip-
 tion—conducted by native efforts, but
 progressive and anti-obstructive in tone—
 is almost limitless. It on the one hand
 commands Chinese belief and interest,
 while on the other it deserves every aid
 that can be given to it by foreigners.

Like English journals it contains Editorials,
 with Local, Shipping, and Commercial
 News and Advertisements.

Subscription orders for the above may be
 sent to

GEO. MURRAY BAIN,
 China Mail Office.

FOR SALE.

ABOUT 2,000 Nos. MURRAY & HUNTER'S
 "Races and Manners of the BOUGBOIS"
 TYPE, No. 19, (somewhat worn but in
 fairly good condition).

Apply to
 OFFICE OF THIS PAPER.

Hongkong, July 22, 1881.

Visitors' Column.

We have instituted an experiment
 a VISITORS' COLUMN, which we trust
 will prove successful, and be found use-
 ful. To it will be relegated from time
 to time such items of information, lists,
 tables and other intelligence as is con-
 sidered likely to prove valuable to per-
 sons passing through the city, and
 in connection with we have opened a
 SELECT HOTEL AND BUSINESS
 DIRECTORY, applications for enrolment
 into which we are now ready to receive.

List of Public Buildings.

Government House, North of Public
 Gardens.

City Hall, Library (8,000 volumes) and
 Museum.—Free.

Public Gardens, a beautifully picturesque
 retreat and of great interest.

The Clock Tower, Queen's Road (cen-
 tral, in a line with Pedder's Wharf).

General Post Office, Hongkong Club,
 German Club, Supreme Court, &c.,
 within a stone's throw.

Lusitania Club and Library, Shelley St.

Government Offices, the Secretariat, &c.,
 near the Public Gardens.

St. John's Cathedral (Anglican), above
 the Parade Ground.

Roman Catholic Cathedral, Wellington
 Street.

Union Church, Elgin Street.

St. Peter's Seamen's Church, West Point.

St. Joseph's (R.C.) Church, Garden
 Road, near Kennedy Road.

Temperance Hall, specially adapted for
 sea-faring men, Queen's Road East.

Sailors' Home, West Point.

E. A. and China Telegraph Co., and
 the Great Northern Telegraph Co.,
 Marine House, Queen's Road.

Masonic Hall, Zetland Street.

Victoria Recreation Club—Bath-house
 and Boat-house, &c.—Praya, beyond
 the Cricket Ground, beside the City
 Hall.

The Barracks and Naval and Military
 Store Departments lie to the east-
 ward, and cover a large area.

Stores, Books, &c.

American and English Stores, Books,
 and specially selected Cigars.—Mac-
 Ewen, FRICKEL & Co.

Chair and Boat Hire.

LEGALISED TARIFF OF FARES FOR CHAIRS,
 CHAIR BAILEYS, AND BOATS,
 IN THE COLONY OF HONGKONG.

Chairs and Ordinary Pulling Boats.
 Half hour, 10 cts. Hour, 20 cts.
 Three hours, 50 cts. Six hours, 70 cts.
 Day (from 6 to 6), One Dollar.

TO VICTORIA PEAK.
 Single Trip.

Four Coolies, \$1.00
 Three Coolies, 0.85
 Two Coolies, 0.70

Return (direct or by Pok-foo-lum).
 Four Coolies, \$1.50
 Three Coolies, 1.20
 Two Coolies, 1.00

TO VICTORIA GAP (TO LEVEL OF UMBRELLA
 SEAT).
 Single Trip.

Four Coolies, \$0.60
 Three Coolies, 0.50
 Two Coolies, 0.40

Return (direct or by Pok-foo-lum).
 Four Coolies, \$1.00
 Three Coolies, 0.85
 Two Coolies, 0.70

The Return Fare embraces a trip of not
 more than three hours.

For every hour or part of an hour above
 three hours, each Coolie will be entitled to
 an additional payment of 5 cents.

Day Trip (Peak), \$0.75 each Coolie.
 (12 hours) (Gap), \$0.60 each Coolie.

LOCAL POSTAGE.

General Local Rates.
 Letters, 10 cts. per 1/2 oz.
 Post Cards, 3 cts. each.
 Registration, 10 cts.
 Newspapers, 2 cts. each.
 Books, Patterns and 2 cts. per 2 oz.

Comm. Papers, 2 cts. per 2 oz.
 There is no charge on redirected corre-
 spondence within the Postal Union.

Postage to Non-Union Countries.
 Australia, New Zealand, Tasmania, and
 Fiji, via Torres Straits, Letters, 10; Re-
 gistration, 10; Newspapers, 2; Books and
 Patterns, 2; Via Galle, Letters, 20; Re-
 gistration, 10; Newspapers, 2; Books and
 Patterns, 2.

Natal, the Cape, St. Helena, Ascen-
 sion, Bolivia, Costa Rica, Letters, 20; Re-
 gistration, 10; Newspapers, 5; Books and
 Patterns, 5.

For every hour or part of an hour above
 three hours, each Coolie will be entitled to
 an additional payment of 5 cents.

Day Trip (Peak), \$0.75 each Coolie.
 (12 hours) (Gap), \$0.60 each Coolie.

BOAT AND COOLIE HIRE.

1st Class Cargo Boat of 8 or 900
 piculs, per Day, \$5.00

1st Class Cargo Boat of 8 or 900
 piculs, per Load, 2.60

2nd Class Cargo Boat of 600
 piculs, per Day, 2.50

2nd Class Cargo Boat of 600
 piculs, per Load, 1.75

3rd Class Cargo Boat or Ha-kau Boat of
 300 piculs, per Day, 1.50

3rd Class Cargo Boat or Ha-kau Boat of
 300 piculs, per Load, 1.00

3rd Class Cargo Boat or Ha-kau Boat of
 300 piculs, Half Day, 50

Sampans.

or Pulling Boats, per Day, \$1.00

One Hour, 20

Half-an-Hour, 10

After 6 P.M., 10 cents extra.

Nothing in this Scale prevents private
 agreements.

STREET COOLIES.

Scale of Hire for Street Coolies.
 One Day, 33 cents.
 Half Day, 20
 Three Hours, 12
 One Hour, 5
 Half Hour, 3

Nothing in the above Scale to affect
 private agreements.

WASHING BOOKS.

(In English and Chinese.)
 WASHINGTON'S BOOKS, for the use
 of Ladies and Gentlemen, can now
 be had at this Office.—Price, \$1 each.
 CHINA MAIL OFFICE.

SHARE LIST.—QUOTATIONS.

Stocks.	No. of Shares.	Value.	Paid-up.	Reserve.	Working Account.	Last Dividend.	Dividend.	Cash.
BANKS								
HK. and Shanghai Bank	40,000	125	125	\$2,100,000	\$3,630.40	40	113 1/2	\$206 1/2
INSURANCE								
N.H. China Ins.	1,000	2,000	2,000	Tl. 238,600	Tl. 251,064.91	75	117 1/2	
Yangtze Ins.	1,200	350	350	Tl. 506,488	Tl. 18,447.56	12 1/2	117 1/2	
Union Ins. Soc.	600	2,500	600	\$31,787	\$47,988.68	114 1/2	117 1/2	
China Traders' Insurance	600	\$166.60	600	\$475,000	\$1,928.40	20	116 1/2	
C'lon Ins. Office	10,000	250	250	80	677.42	6	117 1/2	
Chinese Ins. Co.	1,500	1,500	200	100,378	87	6	117 1/2	
China Sugar Co.	2,000	1,000	200	823,642	263,400.32	87 1/2	117 1/2	
HK. Fire Ins.	4,000	500	100	403,632	144,536.91	18 1/2	117 1/2	
China Fire Ins.	4,000	500	100	403,632	144,536.91	18 1/2	117 1/2	
STEAM SHIP COMPANIES								
H.K. C. and M. Steamboat	8,000	100	75	135,000	18,008.00	5	108	
MISCELLANEOUS								
H.K. & Whampoa Dock	10,000	125	125	\$147,603 1/2	\$3,180.53	4	53	prem. 101 1/2 p. sh.
H.K. Gas Co.	5,000	102	102	7,489				
H'kong Hotel	2,000	100	100		\$21			\$100
China Sugar Co.	6,000	100	100		\$5,324.71			\$164
H'kong Ice Co.	1,250	100	100	6,250	\$1,880.51			\$132
H'kong Bakery	600	50	50		\$52.31			\$86
LOANS								
Chi. Imp., 1874	6,270	100	all	8	June 30 Dec 31			
" " 1877	10,040	100	all	8	Feb. 28 Ag. 31			
" " 1878	3,809	100	all	8	April & Oct.			
" " 1881	8,565	100	all	8	June & Dec.			3% prem.
Sugar Debentures, 1880	600	\$300,000	all	8	June & Dec.			3% "

* For half-year ended 31st Dec., 1881. † To 30th April, 1881. ‡ For year 1880.
 § For half-year ended 30th June, 1881. ¶ For year 1881.

EDWARD GEORGE, Share Broker.

Hongkong Rates of Postage.

(Revised January 1st, 1882.)

In the following Statements and Tables the Rates are given in cents, and are, for Letters, per half ounce, for Books and Patterns, per two ounces.

Newspapers over four ounces in weight are charged as double, trouble, &c., as the case may be, but such papers or packets of papers may be sent at Book Rate. Two Newspapers must not be folded together as one, nor must anything whatever be inserted except book leaf supplements. Printed matter may, however, be enclosed, if the whole be paid at Book Rate. Prices Current may be paid either as Newspapers or Books.

Commercial Papers signify such papers as, though Written by Hand, do not bear the character of an actual or personal correspondence, such as invoices, deeds, copied music, &c. The charge on them is the same as for books, but, whatever the weight of a packet containing any partially written paper, it will not be charged less than 5 cents.

The sender of any Registered Article may accompany it with a Return Receipt on paying an extra fee of 5 cents.

The limit of weight for Books and Commercial Papers to Foreign Post Offices is 4 lbs. Patterns for such offices are limited to 8 ounces, and must not exceed these dimensions: 8 inches by 4 inches by 2 inches.

Countries of the Postal Union.

The Union may be taken to comprise Europe, all foreign possessions in Asia, Japan, W. Africa, Egypt, Mauritius, all N. America, Mexico, Salvador, Brazil, Peru, Chili, Venezuela, The Argentine Republic, Jamaica, Trinidad, Guiana, Honduras, Bermuda, Labuan, Hawaii, with all Danish, French, Netherlands, Portuguese and Spanish Colonies.

Countries not in the Union.—The chief countries not in the Union are the Australasian Group, and S. Africa.

Postage to Union Countries.

General Rates, by any route:—
 Letters, 10 cents per 1/2 oz.
 Post Cards, 3 cents each.
 Registration, 10 cents.
 Newspapers, 2 cents each.
 Books, Patterns and 2 cents per 2 oz.

Comm. Papers, 2 cts. per 2 oz.
 There is no charge on redirected corre-
 spondence within the Postal Union.

Postage to Non-Union Countries.

Australia, New Zealand, Tasmania, and Fiji, via Torres Straits, Letters, 10; Registration, 10; Newspapers, 2; Books and Patterns, 2; Via Galle, Letters, 20; Registration, 10; Newspapers, 2; Books and Patterns, 2.

Natal, the Cape, St. Helena, Ascension, Bolivia, Costa Rica, Letters, 20; Registration, 10; Newspapers, 5; Books and Patterns, 5.

For every hour or part of an hour above three hours, each Coolie will be entitled to an additional payment of 5 cents.

Day Trip (Peak), \$0.75 each Coolie.
 (12 hours) (Gap), \$0.60 each Coolie.

LOCAL POSTAGE.

General Local Rates.
 Letters, 10 cts. per 1/2 oz.
 Post Cards, 3 cts. each.
 Registration, 10 cts.
 Newspapers, 2 cts. each.
 Books, Patterns and 2 cts. per 2 oz.

Comm. Papers, 2 cts. per 2 oz.
 There is no charge on redirected corre-
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 an additional payment of 5 cents.

Day Trip (Peak), \$0.75 each Coolie.
 (12 hours) (Gap), \$0.60 each Coolie.

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1st Class Cargo Boat of 8 or 900
 piculs, per Day, \$5.00

1st Class Cargo Boat of 8 or 900
 piculs, per Load, 2.60

2nd Class Cargo Boat of 600
 piculs, per Day, 2.50

2nd Class Cargo Boat of 600
 piculs, per Load, 1.75

3rd Class Cargo Boat or Ha-kau Boat of
 300 piculs, per Day, 1.50

3rd Class Cargo Boat or Ha-kau Boat of
 300 piculs, per Load, 1.00

3rd Class Cargo Boat or Ha-kau Boat of
 300 piculs, Half Day, 50

Sampans.

or Pulling Boats, per Day, \$1.00

One Hour, 20

Half-an-Hour, 10

After 6 P.M., 10 cents extra.

Nothing in this Scale prevents private
 agreements.